CLASSIFICATION

CONFIDENTIAL

Approved For Referse 2003/56/d5 F. C/A-R9F82 00457R0053006000003-9

INFORMATION REPORT

CD NO.

25X1A 1 AUG 50

COUNTRY

SUBJECT

Czechoslovakia

380CINOSTO ACTTO

The L-154 Jet Aircraft

DATE DISTR.

CALL DIGIT

PLACE ACQUIRED

ACQUIRED DATE OF

INFO.

25X1

NO. OF ENCLS.

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

25X1

This Bockheif Contains Heoriaatics affecting the mational definite of the Chiffe States them in leaning of the Euffoliage act co u. c. c. 31 and 22. As aberdoed, its transfersion of the Euffoliage act of the Contains in any Marker to an Urautorized Person 10 proHouse by Law. Exproduction of this form 2 promisited.

THIS IS UNEVALUATED INFORMATION

25X1

- 1. The L-15h, a Czechoslovak jet propelled aircraft, was originally a German designed plane, based on their twin-engined Henschel night fighter and Arado types, and was intended to be a counterpart of the Mosquito. Because the Germans dispersed their aircraft factories, the Czechoslovaks were never able to find a prototype or a whole set of plans for this plane. Little by little they found parts and blue-prints and the first prototype of the L-15h was finally assembled by them late in 19h9.
- 2. On one of the prototypes two German-made jet units, model 004, were mounted, and on the other two Daimler-Benz 2,200 HP engines were mounted. Test flights were begun in December 1949 at Zatec (Sazz N51/F 10) sirfield and are still going on, only a few tests having been held during the winter months.
- 3. The speed of the plane in "ground ceiling" is 500 km per hour. It has not yet been decided by the Ministry of National Defense whether the plane will be put on a mass production basis. This is reported to be impossible because the Rudy Letov plant at Prague-Letnany (051/L 89), where the plane has been assembled, has neither enough machinery nor trained personnel to turn out the ship in large quantities. It is likely that the Czechoslovaks will concentrate on assembling German parts of this model as they did with the Mo-262.
- h. The German OOL jet engine has a 3,500 pound thrust, about half that of the British Nene jet engine.
- 5. A new type of jet engine has been under construction since 1918 at Brnenske Strojarny (Brno Armaments Works) and is based on the OOh, American, and British jet models.
- 6. The L-15h will be equipped with radar, radio equipment, and will carry four nose guns. The caliber and placement of the weapons depend upon tests now being run.

CONFIDENTIAL

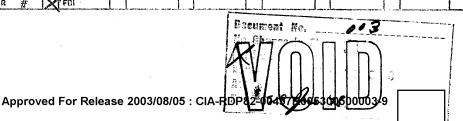
This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 200

CLASSIFICATION SLOTE:

STATE # NAVY NSRB DISTRIBUTION

ARMY # FEI | FEI



CONFIDENTIAL

Approved For Release 2003/08/05: CIA-RDP82-00457R005300500003-9-CENTRAL INTELLIGENCE AGENCY

- 7. The fuselage is two or three meters longer than the Mosquito and the wing span is slightly shorter than that of the Mosquito.
- 8. The Rudy Letov Works existed before World War II as a stateowned aircraft factory run by the army. During the war the
 Germans used it as part of their "mosaic pattern" of dispersed
 aircraft factories. After the war the Communists organized
 the plant and succeeded in changing its name to Rudy Letov
 (Red Letov). As a result, the plant now enjoys a favored position in the eyes of the party, is given special privileges, and
 entrusted with secret missions, in spite of its low efficiency and
 output. Nevertheless, Czechoslovak Air Force planes, such as the
 Ia, Pe-2, and the II-2, are repaired only at the Letov plant. A
 total of 10 Me-262's were assembled here.

25X1A

Comment:

The original Czech reads - "Predpokladem bylo, že L-154 má dosáhnouti vychlost 500 km/hod. v přizemních výškách."